


FMSIB PROJECT # 66

Agency Name and Project Title Port of Vancouver Rail Tie In to Mainline - Preconstruction	Project Description The project will construct a concrete rail trench in the Columbia River near the existing BNSF Rail Bridge providing new access to the Port of Vancouver. The project will significantly reduce congestion on the North/South mainline by removing an at-grade crossing. The project will improve the efficiency of port operations while significantly reducing delays or congestion on the main lines for both the BNSF and the U.P. Railroads.
Contractor: To Be Determined Design: HDR Inc. Construction: To Be Determined	

Recent Progress

The project is in the design phase

Schedule and Scope changes

The Rail Tie In to Mainline – Preconstruction project is in the design phase with preconstruction activities underway.

State funds will be utilized for which phase (s) of the project.

State funds will be used for the preconstruction phase of the Rail Tie In to the Mainline Project.

Environmental Impacts / Compliance

The NEPA/SEPA Checklist was completed with no significant findings

Federal fund Impacts

Federal funds will be utilized in the project during the construction phase

Project Milestones	Scheduled	Attained	Milestone Outlook
Environmental Documents Approved		08/09	NEPA documentation approved
RW Complete	11/11	11/11	ROW will be only for areas requiring pre-construction testing
Contract Advertised	2/11	2/11	Contract is for design to include preconstruction testing
Contract Awarded	4/11	4/11	Contract is for design to include preconstruction testing
Groundbreaking	10/11	10/11	Only for areas requiring pre-construction testing
Open to Traffic	4/13		A seventeen-month build out is anticipated

Project Cost Summary:	Dollars in millions	Percent of total	2011-2013 Cash Flow (FMSIB expenditures billed to WSDOT):																																																								
Preliminary Engineering	3.41 m	9%	<table> <tr> <th>Date</th><th>Planned</th><th>Revised</th><th>Actual</th></tr> <tr> <td>11/11</td><td>\$</td><td></td><td>\$234,212.35</td></tr> <tr> <td>12/11</td><td>\$500,000</td><td></td><td>\$138,749.63</td></tr> <tr> <td>1/12</td><td>\$ 250,000</td><td></td><td>\$214,225.37</td></tr> <tr> <td>3/12</td><td>\$</td><td></td><td>\$157,812.65</td></tr> <tr> <td>8/12</td><td>\$</td><td></td><td></td></tr> <tr> <td>11/12</td><td>\$</td><td></td><td></td></tr> <tr> <td>2/12</td><td>\$</td><td></td><td></td></tr> <tr> <td>5/12</td><td>\$</td><td></td><td></td></tr> <tr> <td>6/12</td><td>\$</td><td></td><td></td></tr> <tr> <td>Total 11-13</td><td>\$750,000</td><td></td><td>\$745,000.00</td></tr> <tr> <td>Carryover of 09/11</td><td>\$750,000</td><td></td><td>0</td></tr> <tr> <td>Total 11-13</td><td>\$ 750,000</td><td></td><td></td></tr> <tr> <td>GRAND TOTAL</td><td>\$750,000</td><td></td><td>\$745,000.00</td></tr> </table>	Date	Planned	Revised	Actual	11/11	\$		\$234,212.35	12/11	\$500,000		\$138,749.63	1/12	\$ 250,000		\$214,225.37	3/12	\$		\$157,812.65	8/12	\$			11/12	\$			2/12	\$			5/12	\$			6/12	\$			Total 11-13	\$750,000		\$745,000.00	Carryover of 09/11	\$750,000		0	Total 11-13	\$ 750,000			GRAND TOTAL	\$750,000		\$745,000.00
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Right-Of-Way	0	0%																																																									
Construction	34.890 m	91%																																																									
Total Project Cost	38.341 m	100%																																																									
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